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adoption in the British navy. One English naval officer attempted to improve on the original type of the monitor, Capt. Cowper Cowles, but I believe his ship tipped over, carrying him down when it sank.

BATTLESHIPS BUILT IN PRIVATE YARDS.

Nearly all the great battleships of recent years, including all our own, have been constructed in private yards. The marine engine of high power was first developed in the Maudsleys' English works. Yet an exception should be made in regard to our construction of great guns by the navy department in a machine shop in Washington, which is wholly under the control of naval officers, and is a model of efficiency and of the application of the highest technical skill. This proves that our naval service may be taken as a model of what might be accomplished in the civil service, when that is as well organized on the basis of merit and capacity. This shop also proves how much ability there is in the naval service, which might be directed to constructive and useful purposes whenever, if ever, science and invention put a stop to naval warfare.

Many inventions in the art of killing have originated in this country, yet little attention has been given by us to one of the most effective inventions ever made in the military service. I do not know who invented the army sausage of Germany; probably a chemist and a pork butcher. Many economic students of the Franco-Prussian War attribute the crushing success of the Germans more to the army sausage than to the German rifles. Without this commercial product, the great and rapid concentration of the German troops, which enabled them to surround the French at Sedan, would have been impossible. Our only substitute for the army sausage was canned roast beef, which has not served so well.

It is noticeable that the names of inventors and makers of modern arms are not conspicuous in connection with their use. I doubt if any great inventor has ever taken service in the army or navy. Such men are content to do the commercial part, but they are altogether too sagacious to direct an *experimentum in corpore vili* in actual warfare.

BURDEN OF A GREAT WAR.

It is said that Bloch's great work on "The Future of War" gave the government of Russia the incentive to call the Peace Conference at The Hague, which the present humane emperor was so ready to support. The reader of the English epitome of this book, from the point of view of an economic student, cannot fail to be impressed with its treatment of the inability of Russia to bear the burden of any great war without an almost complete stop being put to industrial progress, which is now the most marked feature of that great empire.

It may be held that the demand of the military states of Europe, which has become a great armed camp, has induced the supply of these modern instruments of carnage, and that this demand may cease when the force of science and invention may be turned in another direction, so that progress in the fine art of killing may stop. We have not yet reached that civilized point of a cessation of this demand. Until it comes, we may hope for and expect yet more effective weapons, until their very efficiency forbids their use. Such a conclusion has often been foretold, and it is commonly held to be a very

visionary notion; yet the great progress of invention since the end of our Civil War, yet more since the Franco-Prussian War, may have brought the suppression of war, through the force of commerce, within the scope of practical men.

WHEN BAYONETS THINK.

The dynamite of education is also pervading the continental armies of Europe. When the privates all carry thinking bayonets, they may, perhaps, join with the forces of commerce in suppressing the military classes by whom they are now dominated. Socialism is the foil of militarism, rapidly spreading throughout Europe. It may happen that the thinking bayonet will suppress the military caste by force, if necessary, as the man who carried the gun suppressed the mail-clad knight of the feudal ages. The last survival of feudalism may, perhaps, be found in the German Junker, of whom Bismarck was the great example, unifying Germany under the rule of "blood and iron," perhaps thus preparing, unwittingly, for the freedom of the German people, when they become aware of their rights and of their power to apply their iron to commerce and industry, and to limit the blood-letting to the military caste, if it resists suppression. —*From the Boston Herald.*

The Commercial Traveler.

BY JOHANNES H. WISBY.

From an editorial with the above title in the weekly Danish literary journal "Nordlyset."

There is no longer any room for doubting that we are indebted principally to the commercial traveler for the popular protective demand for the preservation of international peace and the fusing together of the economic interests of the nations, which has metamorphosed the world from a place of warfare into a market for the products of the earth. Already, from our present point of view, the nineteenth century resembles little more than a world of fortifications bristling with cannon and warlike preparations; we think of the nations of the past as standing behind the ramparts, watching each other like hawks, ready to touch off their artillery. To undertake a journey through Europe in those days was a formidable piece of work, an undertaking fraught with no little amount of danger, and if you were successful in overcoming the various obstacles which the governments laid in your way, you were likely to finally reach home sharing the feeling of a military spy who has slipped away from hostile pickets. Nowadays it is a pleasure to travel about the world, a luxury within the reach of the plain citizen, and the nations have been brought as close together as townships in a state. There is no longer any real enmity between the peoples; it only exists between the various governments, which are mostly conducting their affairs in accordance with mediæval military principles. Whenever Germans and Frenchmen meet, hat in hand, and talk over a salable assortment of samples they get along in fine shape, and a trade is generally made; only when their criminal governments press them into the soldier's uniform and order them to shoot each other a pardonable degree of mutual ill-feeling is caused. Here in the United States we are afforded a striking proof of the fact that the various nations of the world —

peoples which in Europe and Asia are threatening each other with cries for revenge — can be induced to work together side by side in peace and union of interests when placed beyond the range of their warlike rulers.

Who but the mercantile traveler is to be credited with the advent of this joyful change in human sentiment? Has he not furnished the basis, in the shape of a peaceful international business interchange, on which the arts and the sciences have reared the civilization and culture of our time? All the art and science in the world, all the accumulated stores of wisdom and collected experience of the ages, could never have accomplished this work, and without the fructifying medium of trade mankind would never have made a forward stride of progress. Only the inborn human desire for peaceful and lucrative exchange of products, only the strong pinions of international commerce, were capable of carrying primeval man into the broad daylight of the present. It was not our great men of science or learning who were chosen to perform this perhaps the greatest of the undertakings of our century, but it was such totally unknown fellows as James This, Pierre That and Fritz, Juan, Dimitri, Jonathan, or whatever names we may select to represent the great trading nations. In other words, it was a rôle so complex and so manifold in all its vast importance that Providence seems to have been unwilling to trust any one individual or any one nation with the task of carrying it out, and therefore it was parceled out in the shape of practical problems and enterprises for the millions of mercantile travelers, who have civilized the present century. They have altered the world from being formerly an international scene of warfare and a pleasure park for the privileged classes, into a really habitable earth for people of all classes to live on under conditions which are gradually being improved and more equally distributed with each generation. That the standing armies and the practical manifestations of militarism have strongly increased together with the development of mercantile interests is as nothing compared with the fact that the armies of to-day in reality only exist as a safeguard for the national trade interests, the mercantile instinct of self-preservation and protection. When the great powers endeavor to extend their domains in Asia and Africa, it is more for the purpose of acquiring new markets for their export trade than from a desire for conquest. The political business, which we still persist in misnaming "international diplomacy," is getting to partake refreshingly of the nature of the commercial policy of the nations, especially when we compare it with the sort of diplomacy that was the pride of the eighteenth century. We now confer "diplomatically" about tariffs and trade treaties, customs reciprocity, postal laws, treaties of export and import trade, etc. Briefly we urge "diplomatically" a number of international questions, which almost invariably take final shape as questions of trade, no matter in what disguise they may be brought upon the stage of diplomacy.

During the International Commercial Congress in Philadelphia we were afforded the most conclusive and radical proof that the predominating mercantile tendency of our time is not only a matter of figures and statistics, but, moreover, a matter of awakened conscience with the nations of the earth.

To be a traveling salesman has never been considered a very great honor, and why? No doubt because the honor of civilizing the nations was parceled out by Providence among the travelers in such a multiplicity of "job lots" that no single man has been able to monopolize the honor. The farmer and the manufacturer do not bother their heads much about these things, the consumers still less, perhaps; these people only occupy themselves with supplying and shaping and marketing the products for which the traveler creates a demand. The traveler himself can hardly be said to understand his true position as a social factor. He does not stop to consider that were it not for his sensible, courteous, confiding manner of doing business, the nations would not have drawn as close together as they now are, nor would the international bonds of friendship exist which now preserve the peace essential to progress.

Whether our friend, the traveler, introduces fly paper into Palestine, wind mills into the Argentine, machinery into China, or whether he exports agricultural products and machines to distant regions in South America, or promotes the establishment of railroads or manufactures in India and Japan, or whether he capitalizes wool spinning mills in Persia or tea plantation syndicates in Paraguay, he remains the same indefatigable pioneer and pathfinder of civilization, the entering wedge of international commerce, providing and maintaining the impregnable, economic basis, which supports that palace of the arts and the sciences, and the supreme human spirit, known as culture.

Christian Heroism in South Africa.

J. W. Leeds writes thus to the Philadelphia *Public Ledger*:

"When Lord Roberts left London the other day for the seat of war in South Africa, the parting refrain of the Prince of Wales and the others of the distinguished group assembled at the railway station was, 'Good luck to you!' Now, it is not with words such as these that the missionaries of the Cross or any who leave their native shores under the Lord's directing hand are wont to part with their fellows. It is not good luck, but God's love, that is the lodestar of their long journey.

"When David Moffatt, the Scotch stripling from Fife-shire, along the Firth of Forth, left his native heath, upwards of eighty years ago, for the Cape of Good Hope, and, pushing northward over mountain and veldt beyond the Orange river into Great Namaqualand, went straight to the kraal of the dreaded murderer and marauder, Afrikaner, he showed a degree of intrepidity that not a man of the historic Gordon Highlanders or of the Black Watch, so eloquently descanted upon of late by the *Ledger's* contributor, M. E. L. A., could have excelled. And what a trophy was here! 'Wolfish rapacity, leonine ferocity, leopardish treachery,' we are told, 'gave way before the meekness and mildness of the lamb or kid.' So that when Moffatt's life hung in the balance with African fever, the theretofore cruel Namaqua chieftain nursed him most tenderly through the crisis of delirium. When he was obliged to visit Cape Town, Afrikaner went with him, knowing that a price had been set for years upon his own head as an outlaw and a public